Chita. Until a few years ago there were only two sugar factories in Voroshilov (Ussuri-Khanka Area) to supply the sugar needs. The largest of the two could process up to 1,400 tons of sugar /180/ beets a day. In order to supply Chita Oblast and the Buryat-Mongol ASSR, the cultivation of sugar beets has been begun there since 1943, and a sugar factory has been built in Bichura in the Buryat-Mongol ASSR. Another such factory is supposed to be built in Chita. The extraction of plant oils is done primarily by two large oil mills in addition to numerous small installations which are part of agricultural establishments. One of these large oil mills is in Blagoveshchensk, where primarily sunflower seeds are processed; the second of these large oil mills is in Voroshilov. It specializes in the processing of soy beans and perilla seeds.

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General Significance of the Transportation Situation

The pressure (to have access) to the sea was the real reason for the unrelenting march of the Russians to the Pacific. The unfavorable situation of the Sea of Okhotsk caused them to turn to the south, where the mouth of the Amur awakened hopes in them. With obstinate patience they endured one and a half centuries until this goal, too, was attained. Their hopes, however, were disappointed. Nikolayevsk at the mouth of the Amur did not prove itself to be a suitable harbor and open door to the Pacific. In Vladivostok a more favorable place and an excellent harbor was found, but it developed slowly because the immediate hinterland was still not developed and the route from Siberia through Russia's own territory via Khabarovsk was too far. Thus, by virtue of a treaty with China, the "Chinese East Railroad," as the Russians call the north Manchurian railroad, was laid as a straight line crossing through Manchuria, even before the Amur railroad was built. With this the way to Vladivostok was shortened by about 1,000 kilometers. The north Manchurian railroad was completed in 1904; the Amur railroad, on the other hand, was completed only in 1916. The harbor in Vladivostok, however, is closed by ice for an average of 110 days, and during this period must be kept open by ice-breakers. So the glance of the Russians shifted to the south and rested in the harbor of Dal'nyy, "the far away," which was later renamed Dairen by the Japanese. From Harbin the Russians laid a railroad to Dal'nyy and laid out Port Arthur to protect the naval port. The route from Harbin